*502. (The Questioner (Shri Dilip Singh Judev) was absent. For answer vide Col. infra)

MR. CHAIRMAN: Question No. 503.

Purchase of wagons from Wagon India Ltd

*503. SHRI JOYANTA ROY: Will the the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry of Railways has decided to purchase 50 per cent of wagons from Wagon India Ltd.;

(b) whether the public sector undertakings like Burn Std., Braithwaite and Jessop India, would be given remaining 50 per sent of wagon supply orders for their survival from sickness; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) 50 per sent of the wagons to be ordered on the Industry in 1995-96 against Rolling Stock Programme (RSP) are presently proposed to be procured through Wagon India Ltd. These will be distributed between Public and Private Sector Units in accordance with Wagon India Ltd.'s proposal. Balance 50 per cent of the RSP wagons are proposed to be procured indigenously on the basis of a competitive tender.

SHRI JOYANTA ROY: Hon. Chairman, Sir, I would like to draw the attention of this House, through you, to the long-followed biased policy of deprivation, of the Central Government towards West Bengal, which seems to be reflected again in the decision of the Ministry to purchase 50 per cent of the wagons required in 1995-96 from Wagon India Limited and 50 per cent through open tender. It is, therefore, clear that the Government, in the name of economic liberalisation actually wants to favour the foreign wagon monufacturing units in exchange for the interests of the public sector undertakings like the Burns Standard, Jessops, etc. In this perspective, what are the precautionary measures that have been taken by the Ministry to Combat the possibility of phasing out the public sector by the foreign firms from undercutting wagon prices even below the production cost?

SHRI C. K. JAFFER SHARIEF: Sir, this is very simple. This has got nothing to do with any foreign company, nor are we importing even a single wagon from anywhere outside the country. The entire procurement is done within the country. There are some units of wagon industry in the public sector and in the private sector, and all are members of the Wagon India Ltd. Sir, now the question is how to protect the public sector: By reserving 50 per cent for the public sector and the other 50 per cent for the private sector? Sir, I want to make one thing very clear. The buyer should have the liberty to save the money. After all, today, if the Railways need money, we cannot go on squandering money. So, I must have the liberty. I can understand the anxiety of the Member. If I am going to Europe or Russia or America or somewhere outside the country without protecting my own domestic industry, then they can find fault with me. If I am buying from the domestic market from both the private sector and the public sector, between the private sector and the public sector, to some extent I must look ofter the public sector. That is understandable. If a part of it I am giving it to the private sector, which it is also a domestic industry, at competitive rates, that, according to me, is also wrong because oll are Members of Wagon India. If the private sector is giving me at a lesser price, then the public sector should also be able to give me in the same range. On the contrary, it is going to be a dual price system which is not fair and it is up to the House to

guide me as to whether we should continue with this policy or not. Sir, I can tell you that, lost year, an amount of Rs. 80,000/- per wagon was the saving. And we are likely to place orders for aboht 24,000 wagons. What will be the amount? It will amount to about Rs. 40 to 60 crores. Rs. 40 to 60 crores we should simply give because the public sector should not work under some discipline? If the private sector can reduce, then why not the public sector? Public sector, it is understandable, but encouraging inefficiency just because it is the public sector is not good. The public sector should also be competing with the private sector. We can commit that this order will be definitely given to the public sector. This is where I am in the hands of the House. I would appeal to the House to guide me. I do not find any merit in the queston that when we are buying, that too when a buyer buys on behalf of the public exchequer he must take all precuationary measures are whatever he can save by a proper procedure, he must be able to save, Sir. This is what I want to say.

SHRI JOYANTA ROY: Sir, is it a fact that the Railway Ministry is going to procure 12,000 wagons Under the BOLT programme instead of under the rolling stock programme. And, it is also a fact that in spite of the opposition of the Industry Minister,, the Railway Ministry is violating the norms for the fixation of wagon price which is going to be fixed by a Committee comprising officials from the Bureau of Industrial Costs and Prices, Railways, Finance etc. is it a fact or not? This is my second supplementary.

SHR C. K. JAFFER SHARIEF: Sir, the Bureau of Industrial Costs and Prices does the cost study of things and gives the price. The question is, as I said, we are not buying from anywhere outside. If the Bureau of Industrial Costs and Prices gives a particular price, and if somebody comes to me and says that he is going to give me lesser than that, then what should I do? Should I go to the person who charges less or should I go to the person who charges me more? Sir, yesterday, there was a debate in this House on the Railway Budget, and this quesion of procurement of wagons was debated. I have explained in detail yesterday, particularly, to our friends from West Bengal and Bihar. We are concerned about the workers and the public sector industry in Bihar and West Bengal. As I said, last year, in view of our need-based Budget and in order to have intensive utilisation of our assets, we had brought down our procurement. This year, both from the Railways' side and under the Board's scheme, 'Own Your Wagon Scheme', we are procuring, approximately, 24,000 wagons which should meet the requirements of all. Therefore, the question of having any anxiety about it does not arise.

श्री जलालुदीन अंसारी : सभापति महोदय अभी मंत्री जी ने बताया कि निजी क्षेत्र को रिड्यस करके पब्लिक सेक्टर को बढ़ाने का सवाल नहीं है । मैं यह जानना चाहता हूं, मैं भी मानता हूं कि निजी क्षेत्र और सार्वजनिक क्षेत्र दोनों का विकास करने के लिए मदद करनी चाहिए । लेकिन सार्वजनिक क्षेत्र जो सरकारी क्षेत्र है और सरकारी क्षेत्र की जो वेगन फैक्टरीज हैं, उनको सप्लाई का आर्डर न देकर निजी कंपनियों को दिया जाये यह गवर्नमेंट की पालीसी से पीछे हटने का सवाल है । दूसरा प्रश्न मेरा आपके माध्यम से मंत्री जी से है कि बिहार में मोकामा और मुजफ्फरपुर की वेगन फैक्टरियों को 1994–95 और 1995–96 के दो वर्षों मे वैगन सप्लाई करने का आर्डर क्यों नहीं दिया गया है? वे भी इन्हीं के कारखाने हैं । इससे जो वहां मजदूर हैं व बेरोजगार हो जायेंगे । मैं जानना चाहता हूं कि इस वर्ष उनको आर्डर क्यों नहीं दिए गए हैं । पालिसी में इन्होंने 50 परसेंट देने की बात कही है, उसमें भी इस फैक्टरी को सप्लाई के आर्डर का जो हिस्सा होता है...

MR. CHAIRMAN: Please conclude. We had a debate yesterday. Let us not have another debate now. Would you please conclude?

श्री जलालुदीन अंसारी : मुझे इससे कन्फ्लूड करना है कि यह पालिसी से हट रहे है और दूसरी बात यह है कि मोकामा और मुजफ्फरपुर वैगन फैक्टरीज को आर्डर का जो हिस्सा मिलना चाहिए, उस संबंध मे वे बतायें कि इस चालू सत्र मे यह आर्डर उन्होंने दिया है या नहीं ? या देने का उनका इरादा है या नही ?

श्री सी०के० जाफर शरीफ : सभापति महोदय, मैंने पहले ही बता दिया है कि वैगन्स की हमें जो जरुरत है, वह हमें वैगन इंडिया से उपलब्ध हो रही है । इसके अन्तर्गत दोनों पब्लिक सेक्टर और प्राइवेट सेक्टर इसके मेबर है, जिनस हम लेत हैं । हमारा मकसद है, चाहे वह पब्लिक सेक्टर हो या प्राइवट सेक्टर हो, हम पब्लिक के पैसे से वहां से ही खरीदते है जहा से हमें यह सस्ते दामों पर मिले । इसमें कोई 50 परसेंट की बात नही है । हम तो 100 फीसदी भी देने के लिए तैयार है । जो भी सस्ते दामों मे देगा वहां से खरीदेंगे । हम कही बाहर से नहीं लायेंगे । देश के भीतर हो हम लाग इन्हें खरीदेंगे, चाहे वह पब्लिक सेक्टर हो चाहे प्राइवेट सेक्टर हो, जो सस्ते दामो मे देगा, उससे ही हम खरीदेंगे ।

SHRI VIRENDRA KATARIA: May I know from the hon. Minister the present position in regard to wagons, as compared to the requirement? The other part of my question is: whether it is a fact that about 38,000 wagons are being discarded or dismantled because of wear and tear? What about their replacement?

SHRI C. K. JAFFER SHARIEF: Sir, renewal and replacement is a continuous process. The present position in regard to wagons is very comfortable. At certain times, there may be variations. Yesterday, I was explaining to the House as to how we were moving the traffic for the core sector. Then, some of the traffic is seasonal. Therefore, there is no such alarming situaion about which one should feel greatly concerned. We have enough of wagons. We can carry any amount of traffic.

MR. CHAIRMAN: Shri Nilotpal Basu.

SHRI VIRENDRA KATARIA: What about replacement of the 38,000 wagons which are being dismantled?

SHRI C. K. JAFFER SHARIEF: Sir, as I have said, renewal and replacement is a process. We keep on doing it continuously.

MR. CHAIRMAN: Shri Nilotpal Basu. Please make your question short. Dont have another debate.

SHRI NLOTPAL BASU: Sir, I will be very precise. The difficulty with the Minister is, he doesn't understand that he is now contradicting the very statement that he has made in reply to the question. Now, whether this 50:50 position will be reversed or not is not an open question. Already the Ministry has committed that 50:50 will be the distribution between WIL and open tendering. Now what I would like to say is that there was a meeting in February between the wagon manufacturers and the Railway Board Chairman, and there this policy was arrived at, that 50:50 distribution will be there and, according to that, 5,200 wagons were given to WIL for procurement and 5,400 wagons were placed under open tender. The tender was floated and the tender was to be opened on 20th March I am mentioning the specific dates but there were two amendments which were moved subsequently. On the 9th March one amendment was made that over 10,000 wagons were to be procured through open tender.

MR. CHAIRMAN: You promised to ask a very precise question. Will you please do that?

SHRI NILOTPAL BASU: That means the ratio of 50:50 has been reversed in favour of the private sector through open tendering. Now the point is, why has the Railway

Ministry gone back on the commitment it had made earlier and why has it now committed itself in terms of the written statement given in reply to the question?

SHRI C. K. JAFFER SHARIEF: Sir, yesterday, I had explained it in detail and today also I have said it. The basic question is simple. The question is of certain public sector industries and certain private sector industries forming an association under the Government itself—Wagon India Limited — they being members. Railways, as a buyer cannot subscribe to the view that somebody who wants to make supplies can form a cartel. It is often our experience that Wagon Limited also forming a cartel...

SHRI NILOTPAL BASU: You have accepted that position. Now you are going back on that.

SHRI C. K. JAFFER SHARIEF: Please bear with me.

SHRI NILOTPAL BASU: Yes or no?

SHRI C. K. JAFFER SHARIEF: You are not a manufacturer

...*(Interruptions)*...

SHRIMATI RENUKA CHOUDHURY: Has he accepted it or not?

SHRI NILOTPAL BASU: You have recognized WIL as an entity. Now you are going back on that. You are going back from your commitment and the statement you are making today on the floor... *(Interruptions)*. . Your answer is further retracting from the commitment that the Railway Ministry has made. Have you not accepted, have you not recognized, WIL as an entity or not?

MR CHAIRMAN: Please sit down.

SHRI C. K. JAFFER SHARIEF: Sir, I have said that the Bureau of Industrial Cost and Prices had fixed the prices which we had accepted, and we have given 50 per cent to protect the public sector industries' interests.

SHRIMATI RENUKA CHOUDHURY: We are not concerned about that.

SHRI NILOTPAL BASU: We are not concerned with that.

SHRI C. K. JAFFER SHARIEF: What then are you asking? I have not been able to follow you.

SHRI NILOTPAL BASU: Whether you are going to change the 50 per cent...

SHRI C. K. JAFFER SHARIEF: Can you kindly repeat your questions?

SHRI NILOTPAL BASU: Earlier there was a commitment by the Railway Ministry, as also in terms of the statement you have given today, that 50 per cent will be procured from WIL and 50 per cent through open tender. Now, before the tender was opened, there was an amendment moved, by which the number of wagons to be procured through open tender was raised, thereby increasing the percentage of the wagons which had to be acquired through open tendering. Why has this change been made, why this backtracking by the Railway Ministry?

...(Interruptions)...

SHRI C. K. JAFFER SHARIEF: I am not backtracking. I am buying from the same source whoever is giving me at a lesser price. ...(*Interruptions*)

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*...

SHRI S. JAIPAL REDDY: The Minister is not listing ...(*Interruptions*)

MR. CHIARMAN: Hon. Minister the question is whether you have

made an amendment. ...(*Interruptions*)

SHRI V. NARAYANASAMY: Yesterday, we discussed it elaborately.

...(*Interruptions*)...

SHRI GURUDAS DAS GUPTA: Sir the question is clear. There was a decision in a meeting where the Railway Board Chairman was present and it was decided that 50:50 arrangement would be arrived at. Subsequently this has been changed. We want to know whether 50:50 arrangement stands or it has been changed. ...(*Interruptions*)

MR. CHAIRMAN: Please sit down.

SHRI C. K. JAFFER SHARIEF: Sir 50:50 arrangement stands subject to commercial price. ...(*Interruptions*)

SHRI GURUDAS DAS GUPTA: How can it be Sir? ..(*Interruptions*)

SHRI DIGVIJAY SINGH: This is not expected of the Minister...(*Interruptions*)

Sir the entire House wants to know this.

...(*Interruptions*)...

SHRI GURUDAS DAS GUPTA: This cannot be Sir. ...(*Interruptions*)

MR. CHAIRMAN: Kindly sit down Kindly sit down. ...(*Interruptions*)

If the hon. Minister has nothing more to add at the moment, will he accept a Half-an-Hour Discussion on this because an important point has been raised?

...(*Interruptions*)...

SHRI C. K. JAFFER SHARIEF: Sir next week if you want...(*Interruptions*).

SHRI GURUDAS DAS GUPTA: May I submit please? The hon. Minister has given an answer. If I use a parliamentary language it was absolutely incorrect. He has changed the decision of that meeting. He has not been answering this question. Let him answer why this decision has been changed. ...(*Interruptions*)

SHRI JAGESH DESAI: He has totally killed the 50 per cent decision. (*Interruptions*)

SHRI GURUDAS DAS GUPTA: This cannot be allowed. He must explain why this was changed.

...(*Interruptions*)...

SHRI DIGVIJAY SINGH: He must explain immediately. (*Interruptions*)

SHRI GURUDAS DAS GUPTA: He said that he would be guided by the opinion of the House. He has been saying this from the beginning. You can very well understand the understanding of the House. He must explain the cause for the change of the decision. ...(*Interruptions*)

Sir he must explain the cause. .... (*Interruptions*) He must explain the cause for the change of the decision. ...(*Interruptions*)

DR. MURLI MANOHAR JOSHI: Sir there should be a Half-an-Hour Discussion on this. ...(*Interruptions*)

MR. CHAIRMAN: Please sit down. If the Minister is not ready to answer this question now, I am prepared to allow a half-an-hour discussion on this.

SHRI C. K. JAFFER SHARIEF: Sir, I am prepared for a half-an-hour discussion next week, if you want.

SHRI GURUDAS DAS GUPTA: Sir, a half-an-hour discussion will not do. This question should be kept in abeyance. At the most next week he must answer this question in the House.

SHRI DIGVIJAY SINGH: Why not now? He should answer it now.

...*(Interruptions)*...

SHRI SIKANDER BAKHT: Sir, that is a very simple question. ...*(Interruptions)*...

यह बताइये.. व्यवधान) तबदीली आई है तो क्या आई है ? ... (व्यवधान)

SHRIMATI RENUKA CHOUDHURY: Sir, we seek your protection. We want an answer now.

SHRI S. R. BOMMAI: Just one minute, Sir. The Minister has already answered that he has changed the decision of the Board for purchase on 50:50 basis. He has answered that he has changed the decision based on commercial requirements. That means he has changed the decision of the Board. Let him say in yes or no, if it is so. *(Interruptions)*

SHRI GURUDAS DAS GUPTA: He must explain the cause for it. ...*(Interruptions)*...

SHRI C. K. JAFFER SHARIEF: Sir, in the beginning itself, when I started replying to the question, I had made it very clear that I am to be guided. You can look into the records. The simple question is with the resource constraint, what the Railways should do. Whatever meeting they are referring to, it is an internal meeting between the Industry Ministry and ourselves. *(Interruptions)* Just wait. You cannot simply make a loud noice and accuse everybody. *(Interruptions)* It is a simple question. Sir, if they permit me, I can answer. It is a simple question. Wagon India Ltd. represents both the public sector and the private sector. The Railways procure wagons. I leave it to the wisdom of the House whether the Railways should exercise care to buy at the cheapest price or I must pay the price. ...*(Interruptions)*

MR. CHAIRMAN: I am sorry to say that I am also not satisfied with the reply. If the hon. Minister agrees to be guided by the House he can say in which way he wishes to be guided by the House. You want it through another discussion or the question should be postponed to another date? I think there are two or three choices.

SHRI C. K. JAFFER SHARIEF. Sir, it is to protect the interest of the public sector that we said 50 per cent reservation, that we will buy from the Wagon India Ltd But, Sir, to my surprise when I found that the Wagon India represents everybody, both public and private....

SHRIMATI RENUKA CHOWDHURY: How can it be?

SHRI C. K. JAFFER SHARIEF: Yes. *(Interruptions)* Please bear with me. Sir, there is another issue also. The Railway Ministry as a Government sector can buy from the Wagon India Ltd. Under the BOLT scheme, it is the other people who are investing the money. Should I force them also to buy from the Wagon India or should I not give them the option to buy from wherever they can and from wherever they can get at a cheaper rate?
...*(Interruptions)*...

श्री जगदीश प्रसाद माथुर सर, इससे लगता है कि कुछ ढील हुई है ?

MR. CHAIRMAN: Please. ...*(Interruptions)*... Please ...*(Interruptions)*... Please ...*(Interruptions)*.. Please, as the Minister has just now explained and reading from his reply very carefully, I find that there is a

confusion at the heart of it because there also it has been said that the Wagon India can distribute the orders for wagons between the public sector and the private sector and the private sector. So, that 50 per cent orders for wagons can be distributed between the private sector and the public sector. It seems to me so. But the impact of it really is that 50 per cent can go to the public sector. Now, this confusion has to be cleared. So, I can postpone this question to the 24th May. Is the House agreeable to this?

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: Q. No. 504.

Pollution in Delhi

504. SHRIMATI VEENA VERMA:† SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government have made any special survey and pollution monitoring of the traffic choked roads, congested areas and suffocating factory areas of Delhi, if so, what is the outcome thereof;

(b) what relative position does Delhi occupy amongst India's and the World's polluted cities; and

(c) what steps are being taken to rescue Delhites from the choking and suffocating conditions during rest of the 8th five year plan period?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Central Board has carried out surveys of ambient air quality at major traffic intersections, congested areas and industrial clusters in Delhi. According to this survey, the sulphur dioxide and oxides of nitrogen concentrations are by and large well within the prescribed standards but are showing an increasing trend. The levels of suspended particulate matter are, at times, beyond the prescribed limits. This is due to industrial and vehicular omissions besides natural duty conditions.

(b) and (c) A statement is placed on the Table of the House.

STATEMENT

(b) According to a World Health Organisation (WHO) report 1992, Delhi ranks 14th in respect of sulphur dioxide, 6th in respect of suspended particulate matter (spm) and 10th in respect of oxides of nitrogen among the most polluted cities in the World. Among the most polluted cities of India, it ranks second with respect to sulphur dioxide and suspended particulate matter (spm) and first with respect to oxides of nitrogen.

(c) A number of steps have been taken by Government to control enviromental pollution in Delhi. These include:

(i) Effluent and emission standards have been prescribed.

(ii) A notification stipulating the ambient air quality standards has been issued.

(iii) Industries have been directed to instal necessary pollution control equipment on a time bound basis and legal action is taken against the defaulting units.

(iv) Unleaded petrol has been introduced with effect from 1st April, 1995 to be used in cars fitted with catalytic converters.

(v) A High Powered Committee (HPC) was constituted under the Chairmanship of Secretary, Environment & Forests, Government of India to draw up a Comprehensive Action Plan on Environment and

† The Question was actually asked on the floor of the House by Shrimati Veena Verma.